

National Municipal Review

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January 30, 1913.

REV/S

For Professor Fairlie:-

Here is a report from Munro as chairman
of the committee on municipal affairs of the Boston
Chamber of Commerce, which might be referred to briefly
in your department.



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Obtained legislation authorizing the use of school property for social and civic purposes.

Favored a resolve providing for an investigation for the purpose of securing plans for the extension of the present State House in conformity with the existing architectural design.

Demonstrated to the legislature the value to the industries of the state of the holding of the Fifth International Congress of Chambers of Commerce in Boston, and procured an appropriation of \$25,000 for the entertainment of the delegates.

Among those upon which the Chamber took adverse action and which were rejected by the Legislature were:

Amendments to the Boston City Charter.

Taxation of goods in storage warehouses. The Chamber at first opposed this bill inasmuch as it provided for taxation upon all goods in storage on April 1st of each year regardless of whether or not such commodities were temporarily stored awaiting shipment. The Chamber succeeded in procuring the passage of an amendment to this bill so as to exempt goods temporarily stored at Boston for foreign shipment.

Your Committee feels that during the session of 1913 further improvement can be made in the presentation of the Chamber's views, and would again urge that committees of the Chamber act as promptly as possible upon all matters referred to them by this committee, in order that their recommendations may be presented at the regularly advertised hearings of the legislative committees, thus avoiding postponements and delays, as practically all of the committees of the legislature before whom we are likely to appear have too little time for the proper consideration of the numerous bills referred to them, and delays cause vexatious confusion. We also urge that the chairmen of committees keep in close touch with the Chamber's legislative counsel in regard to all matters upon which their committees desire to take action, as such co-operation will be a great help in getting results. The session of 1913 will be called upon to consider a great many matters of importance, and your committee feels that the Chamber will be better equipped than ever before to express the views of the business community if the above recommendations are followed out. All bills presented to the Legislature will be referred to the appropriate committees of the Chamber as soon as printed, committees will be notified of hearings as soon as advertised, and all necessary assistance will be rendered by the legislative counsel.

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MARITIME AFFAIRS

This short year has been a busy one for the Committee on Maritime Affairs. Some sixty subjects, every one of public import, have been considered, and most of them acted upon and finally settled. To accomplish this, great credit is due to the tireless energy of many small sub-committees, who have devoted time and ability without stint, to the matters in hand. The general committee of fourteen has met at least once in two weeks, and has discussed with great care and deliberation the recommendations put before them. Not only have we been fortunate in the variety of experience and ability that the individual composition of the committee has brought to the maritime affairs considered, but we have been aided by the knowledge and enthusiasm of the former chairman, now serving as Honorary Chairman.

The improvement of the United States Steamboat Inspection Service, before us last year, still continues with us, greatly accentuated by the terrible tragedy of the "Titanic." Our Chamber should, in co-operation with the Department of Commerce and Labor, advocate the strengthening of this Government Service until in skill and judgment it is fully abreast of the requirements of modern ship construction, upkeep and navigation. This country has a variety of vessels from the long legged type circling Cape Cod to the shoal draft craft on the Yukon River and from the Transatlantic mail and passenger liner to the noisy little motor boat—each with one or more lives aboard—needing protection and oversight.

It is a pleasure to report that after five years of endeavor on the part of this Chamber, and its predecessor, the City of Boston has contracted for the construction of two small boat landings, one at Northern Avenue Bridge, and the other at Summer Street Bridge for the free use of visiting vessels and our public.

We have co-operated with the Lighthouse Bureau of the United States Government in approving, improving and reorganizing the system of buoys, ranges and other navigation marks in Boston harbor and at other points along our coast, especially around Cape Cod.

We have urged the experimental dredging by the

National Government of a straight channel through Pollock Rip, because of its seeming feasibility and because of its importance to vessels and lives now using that tortuous channel;

We have presented to the Directors of the Port certain considerations respecting the dredging and finishing of the Reserved Channel at South Boston, respecting the proper marking of the Bird Island Flats Anchorage Basin, respecting the future possibilities of development of T wharf when the fishing interests leave it;

We have investigated and approved, and advocated before the Legislative Committee, the abolishment of the useless Cape Cod Pilot Station and the equipment of the pilot boats with motor power—both of which have been done;

We have studied many legislative bills proposed to the Massachusetts Legislature and to Congress, as they have been referred to us, and we have tried to indicate what were and what were not for the public weal;

We have shared in the enjoyment and entertainment of the XII International Congress of Navigation which met in Philadelphia in May, and of which some eighty delegates visited our city and examined our harbor;

We have assisted the local lumber importers to get proper and convenient surveying done by the Treasury Department;

We have lent a willing hand to help stop the motor boat noise nuisance;

We have urged on Congress the great benefits to American shipping and to this and to other maritime communities, which would accrue from a remission of Panama Canal tolls on vessels of American registry engaged exclusively in American coastwise work;

And we have with enthusiasm advocated a Federal Hospital ship for deep sea fishermen, either by means of the Gardner bill now before Congress or some other practical measure.

Boston is subject to excessive tidal variations from prolonged easterly or westerly winds, to the confusion of shipping using this harbor, and we again urge the prompt passage of this Chamber's bill, introduced by Congressman Murray, for the construction of two modern tidal gauges.

Attention has been called by our committee to the inadequate assembling in this building of the maritime work of the Chamber and of the possibilities of the development of this branch of the Chamber's activities, if room can be found.

Our deep sea fish have been gathered by so-called hand line methods from efficient schooners manned by men who share the results. Boston under this system has become a great centre for this business, the value of the fish handled annually exceeding \$11,000,000. During the last few years steam otter or beam trawlers have been built and introduced here; they represent the most modern methods of fishing and promise to largely supplant the hand liners. A sub-committee gave many hearings to the interested parties, and made a comprehensive report of both sides of the question. Our Committee is of the opinion that the qualified United States Government experts and the State experts should determine definitely the effect upon the future supply of fish of this new method, and legislation, if any, should follow such findings. By authority of Congress an investigation is now being made. This subject is of importance to this port and to the entire country, and deserves the continued attention of this Chamber of Commerce until settled rightly.

It is with the greatest possible satisfaction that the Committee as a whole (and individually) has undertaken to discharge its obligations to the members of this Chamber and to the community at large in guarding, considering and supporting, in so far as it has deemed it wise, the proposals of the Directors of our Port for the upbuilding of our magnificent harbor and port. This year for the first time in the history of Boston an executive and administrative body clothed with authority has begun the work. The results are already apparent. New lines of steamers are promised, the services of some now running here are to be strengthened, inquiries from others have been received, and the Directors have found it necessary to reacquire from the N. Y., N. H. & H. R. R. Co. the Commonwealth pier in order to provide as quickly as possible for this increase of shipping. Evidences of new life in our maritime interests on every hand have come to our Committee. Well may we expect great developments in the near future. The Committee has studied and approved the cancellation by the Directors of the Port of the Railroad lease of Commonwealth pier and has likewise advocated the new agreement with the N. Y., N. H. & H. R. R. Co. Commonwealth pier when the houses are built and the street and railroad connections are made will be a modern steamship terminal capable of berthing the largest and finest steamers afloat with every opportunity for developing the passenger business of the port. This is merely the beginning of an undertaking which must comprehend all sides of our harbor and future committees on Maritime Affairs should continue the

intimate relationship with the work of the Directors of the Port, emphasizing from time to time the development most needed by the commercial interests, and upholding the hands of those to whom the present and the future of the port have been entrusted.

Jerome Jones, Honorary Chairman

William C. Brewer, Chairman
 Edward E. Blodgett
 John G. Crowley
 Frederick Foster
 Charles E. Gibson
 Theodore Jones
 John R. Neal
 W. Rodman Peabody
 E. H. Pentecost
 Charles Skentelbery
 Fitz-Henry Smith, Jr.

Associate Members

Edwin R. Booth
 William D. Eaton

MEMBERSHIP

The aim of the Committee on Membership this year has been to build up for the Chamber a membership strong in both spirit and numbers. This has meant work of two kinds: First, interesting those already members in what the Chamber is doing, and second, securing new members.

The committee has been of the opinion that the welding together of the members is more important than a large increase in numbers. During the past year the committee has gone to the members for suggestions and criticism of the work of the Chamber and has endeavored to make them feel a personal interest in what the Chamber was doing.

The committee has acted as a committee on reception at all Chamber dinners and assemblies and has done everything in its power to prove the assertion that in no way can a more pleasant and valuable business acquaintance be acquired than by membership in the Chamber of Commerce. This practice should be continued.

When a body has reached the size of the Chamber the losses through death, change of business, removal from the city and other causes, although a small percentage of the entire membership, amount to a number which it is no mean task to make up. It now seems assured that by the time your committee goes out of office it will not only have made up this loss but will have placed the membership at a higher point than ever before.

The committee has solicited only those whose membership it thought would contribute something to the Chamber and has carefully scrutinized all applications for membership. During the past six months the committee has had published in the Chamber of Commerce News the names of all applicants. As valuable information concerning those applying for membership has been obtained in this way the committee suggests that the publishing of names in the Chamber of Commerce News be made a permanent practice.

The Committees on Membership in the future should exercise great care in the selection of new members, with the view of securing men who will remain in the Chamber and take an interest in its work. The Chamber cannot afford to sacrifice the permanency of its membership for an increase in numbers.

The International Congress of Chambers of Commerce, in the opinion of the committee, has done a great deal of good for the Chamber. While it is impossible to have meetings on such a scale every year the members of your committee feel that any gathering which brings the members together can not but result in great benefit to the Chamber and its members. Such meetings should be encouraged and efforts made to make them popular.

It has been suggested that the Chamber of Commerce make it a point to have a booth or exhibition at every future industrial exposition. This should not be primarily for the purpose of soliciting new members, but should be embraced as an opportunity of giving out facts and figures concerning Boston and the work the Chamber of Commerce is doing. Responsibility of making arrangements for space should be placed on some one committee and as such an exhibit would undoubtedly result in increased membership it is suggested that this be assigned to the Committee on Membership.

The committee suggests that the Committee on Membership be enlarged to at least 30, a considerable portion of which should be chosen from the younger members of the Chamber. It favors the plan used by the Chicago Association of Commerce which has a large committee on membership with a certain number of its members forming a committee to investigate and pass on all applications.

The Committee on Membership has found that the general feeling toward the Chamber is friendly and that people realize the importance of the work that has been done during the past three years for Boston and New England. The problem which is still before the Chamber, however, is how

to use and keep the interest of its large membership.

- Jno. A. Voodry, Chairman
- Benjamin Joy, Vice-Chairman
- Herschel Bacharach
- Charles J. Bailey
- Frank W. Bailey
- B. B. Cannon
- L. E. Demelman
- Frederic H. Fay
- Leo S. Jolles
- James A. Lowell
- Nichols L. McKay
- W. R. J. Smith

MUNICIPAL AND METROPOLITAN AFFAIRS

The Committee on Municipal and Metropolitan Affairs has during the past year maintained, if not increased the scope of its activities so that numerous meetings have been necessary. In its consideration and action upon the various municipal problems brought before it, the Committee has earnestly endeavored to keep in mind the best interests both of the Chamber and of the citizens of the whole municipality. Proposed street improvements, involving the expenditure of large sums of money have been among the most important problems it has studied this year, and in making recommendations relative to these it has sought first of all to protect the financial resources of the city. In relation to one of these proposed improvements, which would require the expenditure of \$1,250,000, it laid down the principle that all property benefited by an improvement should pay a proportionate betterment assessment, even when situated outside the present restricted zone of betterment levies. This action has led the Committee, in co-operation with the Committee on City Planning, to undertake a thorough study of present methods of financing public improvements.

Toward the close of the year the Committee recommended that publicity be given the matters it has under consideration from time to time before its reports on these matters are made to the Directors. This recommendation, if adopted, will mean a change in the general policy of the Chamber, but the Committee is of the opinion the time is ripe for the change, and hopes that the recommendation will be adopted at least as an experiment.

A Review of the Year's Work

The Committee held 31 meetings during the year, which was a short year because of the change in the date of the annual meeting from January to November. Of these 31 meetings, 12 were wholly or in part joint meetings with the Committee on City Planning. There were over 30 meetings of sub-committees of the Committee, or of joint sub-committees on which this Committee was represented, and members of the Committee appeared before the Governor and committees of the Legislature and of the City Council.

At least 50 different matters of business have come before the Committee for consideration during the year, not all of which have been finally disposed of, and it considered a large number of bills which were presented to the Legislature of 1912.

The Committee and its sub-committees continued their meetings through most of the summer and individual members have given generously of their time and energy to the work of the Committee.

Street Improvements—Avery Street

One of the most important matters which has been considered and acted upon by the Committee on Municipal and Metropolitan Affairs the past year is the proposed widening and extension of Avery Street. This matter was of greater importance because of the principle of assessing betterments involved than because of the proposed improvement in itself and has occupied the attention of this Committee and the Committee on City Planning almost continuously since early in January.

The history of the action upon this matter is too long to recite in detail. The Legislature passed a bill providing for the expenditure by the City of Boston of \$1,250,000 outside the debt limit for widening and extending Avery Street, under the provisions of the law limiting the assessment of betterments to property within 125 feet of the improvement and exempting property on substantially parallel streets. The Committee proposed, previous to the enactment of the legislation, that it be amended so that all property which received any benefit, wherever the property might be located, should pay its share of the cost. The Committee proposed two other amendments, but put the principal emphasis on the amendment to extend the field of assessment. It favored the improvement itself, but not the method by which it was proposed the cost should be paid. The Committee's action was approved by the Directors, as were all the other recommendations of the Committee on this matter, so that in each case the Committee's action became the action of the Chamber.

The Committee, with the sanction of the Direc-

tors, appeared before the Governor, and urged him to veto the bill, but the bill was eventually signed. The act, known as Chapter 558 of the Acts of 1912, cannot become effective, however, until the Mayor and City Council have approved it. The Chamber, upon recommendation of the Committee, asked the Mayor and City Council not to accept the act. Up to the close of the Chamber year they had taken no action upon it. The Committee is authorized to take whatever action is advisable in opposition to the final adoption of the act in its present form.

St. James Avenue

Another important proposal for street improvement which came before this Committee and the Committee on City Planning was for the widening of St. James Avenue from Trinity Place to Clarendon Street. This proposal was made by Mr. Laurence Minot, a member of the committee in charge of the development of the Park Square lands of the New York, New Haven & Hartford Railroad Company. Because of advantageous financial co-operation offered by the Railroad Company and because the Committee considered the improvement would be very desirable, it proposed that the Chamber ask the Mayor and City Council to petition the Legislature for permissive legislation for carrying out the improvement. This the Chamber did and such a petition was presented, the legislation providing for the use of the excess condemnation amendment in making the improvement. The House Committee on Rules reported in favor of admitting the legislation, but not a sufficient number of favorable votes were cast in the House and it was not admitted.

The matter has again come before the Committee in a slightly altered form and is being considered by a sub-committee in co-operation with a committee of the Boston Real Estate Exchange.

Chapter 661, Acts of 1912

This Committee, again with the co-operation of the Committee on City Planning, advocated opposition to the passage of a bill by the Legislature of 1912 appropriating \$2,500,000 outside the debt limit for unspecified street improvements, and opposition was made by the Chamber. The bill passed and became Chapter 661 of the Acts of 1912. The Committee on Municipal and Metropolitan Affairs gave further study to the act. The members agreed on two things; that the act itself was undesirable because of the bad financial policy it would permit, but that there is great need of street improvements, particularly in the suburban districts. The Chamber made public statements prepared by two Chamber members setting forth arguments for and against the adoption of the act by the voters at the election on November 5. The voters accepted the act.

Commonwealth Avenue and Dock Square

A sub-committee of the Committee, with a sub-committee of the Committee on City Planning, is considering several important changes in Commonwealth Avenue west of Massachusetts Avenue, and a sub-committee is considering a proposed widening of South Market Street and relief of traffic congestion in Dock Square and vicinity.

Other Street Improvements

The Joint Committee on Municipal and Metropolitan Affairs and on City Planning gave attention to such matters as the widening and extension of Hamilton Place, the construction of a new street from Hanover Street to Boylston Street and a cross-town traffic way to be built in conjunction with an inter-terminal railroad tunnel. The joint committee recommended opposition to the bills presented in the Legislature providing for these improvements. The recommendations were adopted by the Directors, except that relating to the cross-town traffic-way, which matter finally became involved in the Legislature, in general railroad legislation. In the other matters the Mayor, who was a petitioner for the legislation, withdrew the proposals.

Financing Public Improvements

These proposed street improvements have raised questions which have resulted in the appointment of a joint sub-committee of the Committee on Municipal and Metropolitan Affairs and the Committee on City Planning to consider the general question of financing public improvements and particularly the method of assessing betterments for improvements. The joint sub-committee has been at work since midsummer and the full committee will probably make this its principal work for the current year.

Metropolitan District and City Planning

Several bills providing in one way or another for co-operative work in developing the metropolitan district were presented to the Legislature. Two of them were considered by the Committee, the more important of which was that included in the report of the Metropolitan Plan Commission which this Committee considered jointly with the Committee on City Planning. The Joint Committee reported in favor of this bill with suggestions for several changes, and the Directors approved the report. The Chamber was represented in favor of the bill at the hearing before the legislative Committee on Metropolitan Affairs.

This Committee also considered the bill pro-

posed by the Massachusetts Real Estate Exchange providing for the general municipal government of metropolitan Boston. The Committee did not approve this bill and recommended that the Chamber take no action on it. The matter was laid on the table by the Chamber's Executive Committee, as the legislative Committee had reported a resolve for enlarging and continuing the Metropolitan Plan Commission. No legislation relating to metropolitan planning was passed, however, by the Legislature of 1912.

A joint sub-committee of the Committee on Municipal and Metropolitan Affairs and on City Planning was appointed in June to consider Councilor Hale's ordinance providing for a Boston Planning Commission and the general question of a planning commission for this city. The joint sub-committee is at work but has not as yet reported.

Street Lighting

In June, 1911, the City Council appropriated \$300,000 to be expended by the Commissioner of Public Works for the purchase and installation of approximately 11,000 gas lamps with mantles and other necessary equipment and approximately 11,000 automatic lighting and extinguishing devices. The Mayor approved the appropriation. The Committee studied the various bids for furnishing the equipment submitted to the Commissioner of Public Works, conferred with the Commissioner and the consulting engineer of the Boston Finance Commission and on February 13 recommended "that the Chamber favor the adoption of the inverted type of gas lamp when purchasing equipment for the lighting of the city's subsidiary streets with gas." A second and similar report was later made, and the Committee was authorized to advocate the inverted type of lamp, which it did at a public hearing given by the Mayor. The Commissioner of Public Works has recommended the purchase of an inverted mantle type of lamp, and so has the Boston Finance Commission, but the Mayor opposes the purchase of the lamp recommended, and no new system of subsidiary street lighting has yet been provided, although the appropriation is still available.

High Pressure Pumping Station

The Commissioner of Public Works requested the Committee to consider the problem of a proper location for the pumping station to be built in connection with the new high pressure fire service provided for in Chapter 312 of the Acts of 1911. The Commissioner was in favor of placing the pumping station on Boston Common, as he considered it the most available and the safest location for it. The Committee decided, however, that there would be too serious opposition to erecting the station on the Common, or constructing it under the Common, and finally reported in favor of constructing the station under Charles Street between the Common and the Public Garden, a plan considered feasible by the Commissioner and the Committee. With its report the Committee presented a design for an ornamental gate to the Common on Charles Street in which might be concealed the necessary entrance and ventilating apparatus for the station. The Committee was authorized to support the Commissioner if he decides to locate the station under Charles Street.

Amendments to By-Laws

Largely as a result of the action of this Committee on the proposed Avery Street Improvement, the Chamber was petitioned for amendments to the by-laws which would, in effect, have taken from the Directors the authority to act for the Chamber on matters relating to public improvements, and placed this power in the Chamber membership. The Committee was of the opinion that such a change would be disastrous to effective action by the Chamber. The amendments were rejected by a decisive vote at the Chamber meeting in October.

Publicity

In order that the members of the Chamber may know what matters the Committee has under consideration and may, if they wish, be given a hearing on any particular matter before the Committee has reported upon it, the Committee appointed a sub-committee to confer with the Committee on Publicity relative to publication in the issues of the "Chamber of Commerce News" of articles telling what the Committee is doing. The suggestions of the conference sub-committee were welcomed by the Committee on Publicity and this Committee hopes to be able during the coming year to keep the Chamber membership fully informed as to what it is doing.

Traffic

In April, 1911, the Committee on Municipal and Metropolitan Affairs called the attention of the Directors to the undesirable traffic conditions on Atlantic Avenue and suggested arrangements by which the conditions might be remedied. An agreement, as between the Union Freight Railroad Company and the Boston Elevated Railway Company for the joint use of tracks on Atlantic Avenue, was drafted. It was never signed by the parties concerned and early this year the committee took up the matter again. The Directors of the Port have assured the Committee that an agreement for the joint use of Atlantic Avenue tracks would not in-

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net therefor; telephone rates; the development of transportation in relation to Copley Square; the prices of gas and electricity; the proposed railroad tunnel and traffic highway between the North and South terminal stations.

Removal of the Elevated

A hearing was given the petitioners for legislation to provide for the removal of the elevated railway structure from Washington Street between Castle Street and Dudley Street, and the construction of a tunnel to take its place. The Committee adopted a report stating that removal of the elevated structure was inadvisable for the present, and recommended that its report be filed with the proper legislative committee. The report was approved and its recommendation adopted by the Directors.

Telephone Rates

The Committee recommended that the Chamber actively oppose a group of bills providing various changes in telephone rates. The Committee stated that it had previously taken the position that the problem of telephone rates should be left to the State Highway Commission and the Telephone Company to work out together, and that there should be no legislative interference until it has been demonstrated, after a reasonable time, that the capacity or willingness to solve the problem is lacking. The legislative committee reported leave to withdraw on the bills and the Directors did not act on the report of this Committee.

Copley Square

This Committee joined with the Committee on City Planning to secure legislation providing for a study by the Boston Transit Commission of the proper development of transportation facilities through Copley Square. The co-operation of the Boston Elevated Railway Company was requested, but the Company did not care to take up the matter. The joint committee finally received a communication from the Boston Transit Commission stating in effect, that in planning the new Boylston Street subway the Commission would give proper consideration to the probable future requirements of Copley Square. A joint sub-committee of this Committee and Committee on City Planning was appointed to confer from time to time with the Commission.

Prices of Gas and Electricity

The Committee made a report relative to the subject of prices paid for gas and electricity by the City and by the small consumer, stating that the subject was too complicated to be properly considered by the Committee, and that an investigation should be made by the Board of Gas and Electric Light Commissioners.

eration during 1912. of several new sub-leases of existing sub- the legislature of 1911 ng Boston of such mo- the City and by the small ic light and telephone as electric railway n matters relating to y of the Committee is one of comparative in- ble Utilities the brief

UTILITIES

B. Carter
Bradley

on Bell, Chairman

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terfere with their plans for port development. On the recommendation of the Chamber's Directors, the Directors of the Port have been requested to work out and secure the adoption of a plan for the joint use of the tracks on Atlantic Avenue. The matter is still pending.

The Under Forty Division is making an extensive study of the street traffic situation.

City Ordinances

A draft of an ordinance providing for the construction of sidewalks in the City of Boston, in which the United Improvement Association and several other organizations are interested, was brought before the Committee. It is still in the hands of a sub-committee.

The City of Boston Hotel Association requested the Committee to hear the Association's objections to a new city ordinance requiring hotels to pay for the removal of their garbage. A sub-committee heard the hotel owners and managers and also the Commissioner of Public Works on the matter. The Committee could see no reason why the ordinance should be modified and reported to that effect. The Committee's report was approved by the Directors.

The Committee considered a new ordinance proposed by the Mayor providing for the consolidation of the Park, Public Grounds, Bath and Music Departments of the city and reported in favor of the proposed consolidation, provided all the officials and employes of the new department were put under civil service. The Committee thought it undesirable and unnecessary for the Chamber to urge the City Council to pass the ordinance, and the position of the Committee was approved by the Directors.

The Women's Municipal League requested the Chamber's approval of an amendment to Section 18, Chap. 47, Revised Ordinances of 1898, the amendment providing that garbage, refuse, etc., be placed in tightly covered metal receptacles. The Committee reported that the amendment was not necessary, but proposed another amendment to the ordinance which would require the use of closely covered water-tight vehicles and receptacles in carrying waste matter through the streets. The report of the Committee was approved and the secretary of the Chamber submitted the amendment to the City Clerk for presentation to the City Council.

The Committee considered an ordinance providing for a board of examiners within the building department of the city and reported in favor of the ordinance with several minor amendments. The report was adopted by the Directors, and representatives of the Committee appeared before the Committee on Ordinances of the City Council on the matter.

Additional Legislation

In addition to legislation previously mentioned various bills before the Legislature of 1912 were referred to this Committee for consideration. They were all considered first by a sub-committee on legislation and then by the full Committee. On a majority of the bills the Chamber, on the recommendation of the Committee, took no action. Two groups of bills, however, were of such importance that action was necessary.

One of these groups included bills providing for amendments to the Boston charter amendments of 1909. The Committee recommended that the Chamber oppose all amendments to the charter. The recommendation was adopted by the Directors, and the Committee was represented before the legislative Committee on Metropolitan Affairs at the hearing on the matter. The charter was again successfully defended by the combined good government forces and the proposed charter amendments defeated.

The second group included bills providing for the extended use of school buildings. The Committee endorsed the principle of extended use of school buildings and approved the particular bill petitioned for by the Boston Finance Commission. The Directors approved the position taken by the Committee. Legislation for the extended use of school buildings was placed on the statute books by the Legislature and the Boston School Committee has started several social centres in public school buildings under this legislation.

Miscellaneous

The location of the proposed Boston Elevated Railway Co. express station on Mott Street came before the Committee, but was a simple problem, demanded no action and did not go beyond the Committee.

The Committee arranged a conference between the Commissioner of Public Works and representatives of the Boston Fruit & Produce Exchange which resulted in a promise of co-operation on the part of the Commissioner with the Exchange in a campaign for a cleaner "market district."

Other matters on which the Committee took action were: Investigation of the Health Department, Schedules of Tariffs for Public Services, Delay on the East Boston Ferry, Additional Subway Tracks under Tremont Street Mall of Common, and the City Hall Annex.

A sub-committee of the Committee is at work

upon the housing problem, and another sub-committee is making a study of the matter of a pension system for city employes.

The Committee had under consideration at the close of the year, besides subjects already referred to, the following: Waste of City Water, Public Markets, Sidewalk Obstructions and Book Delivery Service at the Public Library.

- William B. Munro, Chairman**
 Francis R. Bangs
 Marshall F. Blanchard
 Samuel B. Capen
 Harry J. Carlson
 Sturgis Coffin, 2d
 William C. Ewing
 Amasa C. Gould
 Henry E. Hagan
 Hammond V. Hayes
 Renton Whidden
 Frederick S. Whitwell
 Joseph R. Yendley

- Associate Members**
 Augustus S. Cobb
 Cyrus Y. Ferris
 Albert F. Flint
 Matthew J. Fox
 Joseph Earl Perry

PUBLIC HEALTH LAWS

The Committee on Public Health Laws and Their Enforcement was appointed originally as a special committee to consider the situation in regard to the existing health laws and their enforcement, with particular reference to a recommendation of the Governor, made in a special message to the Legislature, "That more consideration be given to developing a definite state policy respecting the relative needs of incipient and advanced cases of consumption, and the division of responsibility as between the state and the community."

Your Committee, after conferring with Mr. Edward F. McSweeney, Chairman of the Trustees of the Boston Consumptives Hospital, who, we understand had brought the matter to the attention of the Chamber, asked for interviews with the Chairman of the State Board of Health and with the Chairman of the Trustees of Hospitals for Consumptives. Its purpose in doing this was to find out exactly what the state's policy was. It ascertained that, while the Trustees of Hospitals for Consumptives have a policy with regard to their particular branch of tuberculosis work in the state, the State Board of Health had no formulated or officially adopted policy for handling the problem as a whole in the state. Your Committee was informed by the Chairman of the State Board of Health that, while he could not formulate and declare such a policy at its request, his board would be glad, in conjunction with the Trustees of Hospitals for Consumptives, to formulate such a policy if requested to do so by the Legislature of the state.

It was the opinion of your Committee that, in the absence of a definitely formulated policy worked out by those in the state best qualified by knowledge and experience to deal with the subject, any recommendations by your Committee after such limited study as it could give to the subject would be of very little service. On the other hand it believed that if a definite policy could be worked out by these experts that policy would in all probability be such that bodies like the Chamber of Commerce would have something definite which they could get back of and assist.

With this end in view your Committee, with the approval of the Directors of the Chamber, appeared before the Committee on Public Health of the Legislature, and recommended the passage of an accompanying resolve, by which the State Board of Health and the Trustees of Hospitals for Consumptives were made a Commission to investigate and report such a state policy to the Legislature. This resolve passed unanimously both houses of the Legislature and was signed by the Governor.

Your Committee has likewise requested this Commission to fix a time for public hearings when your Committee and other persons interested in the matter can appear, and present such information and make such recommendations as may assist in the work of this Commission.

Your Committee trusts that, as a result of these efforts, there will before long be a definite state policy for combating tuberculosis, on which all can unite and to which your body can lend its best assistance.

- Stoughton Bell, Chairman**
 R. M. Bradley
 Richard B. Carter

PUBLIC UTILITIES

For the Committee on Public Utilities the brief Chamber year of 1912 was one of comparative inactivity. The particular duty of the Committee is to consider and report upon matters relating to such important public utilities as electric railway transportation and gas, electric light and telephone service. No problem affecting Boston of such moment as that presented to the legislature of 1911 providing for the renewal of leases of existing subways and the construction of several new subways came up for consideration during 1912.

nor has the Committee felt the necessity of taking important action in relation to the other public utilities. The Committee was not idle through the year, however, and between January and May transacted considerable business. Furthermore, the coming year promises to be a busy one. Already the Committee has begun consideration of the codification of the laws relating to the manufacture and sale of gas and electricity provided for by Chapter 51 of the Resolves of 1912. The Board of Gas and Electric Light Commissioners is giving a series of hearings on the Resolve for codification of the laws in question and the Committee has informed the Board that it desires later to file a report on the matter. It will make a study of the testimony given at the hearings before the Board and expects to report recommendations to the Chamber's Directors. There are also other matters in prospect for the consideration of the Committee.

The Street Railway Merger

In many ways the most important matter upon which the Committee took action in 1912 was the proposed merger of practically all the street railway companies in Western Massachusetts under the control of the New Haven Railroad. There was a large but by no means unanimous demand for the merger from the cities and towns of the Berkshire section of the State because of the expectation that the New Haven would spend several millions of dollars in improving and extending street railway service in the hill towns. The Committee considered two bills providing for the merger and reported that the bills should not be passed by the Legislature before a thorough investigation by the railroad commission of the advisability of such a merger. The Directors approved the report and it was made public. The merger legislation failed to receive the approval of the Governor, but a recess Committee of the Legislature was created to study the whole matter and report to the next Legislature.

Legislative Matters

The Committee considered altogether about 100 bills which were before the Legislature of 1912. On the majority of them it reported that the Chamber should take no action and its recommendations were approved. Among the subjects before the Legislature on which the Committee did take definite action, besides the Western Massachusetts merger bill, were the following: The removal of the elevated railway structure from a portion of Washington Street and the substitution of a tunnel therefor; telephonic rates; the development of transportation in relation to Copley Square; the prices of gas and electricity; the proposed railroad tunnel and traffic highway between the North and South terminal stations.

Removal of the Elevated

A hearing was given the petitioners for legislation to provide for the removal of the elevated railway structure from Washington Street between Castle Street and Dudley Street, and the construction of a tunnel to take its place. The Committee adopted a report stating that removal of the elevated structure was inadvisable for the present, and recommended that its report be filed with the proper legislative committee. The report was approved and its recommendation adopted by the Directors.

Telephone Rates

The Committee recommended that the Chamber actively oppose a group of bills providing various changes in telephone rates. The Committee stated that it had previously taken the position that the problem of telephone rates should be left to the State Highway Commission and the Telephone Company to work out together, and that there should be no legislative interference until it has been demonstrated, after a reasonable time, that the capacity or willingness to solve the problem is lacking. The legislative committee reported leave to withdraw on the bills and the Directors did not act on the report of this Committee.

Copley Square

This Committee joined with the Committee on City Planning to secure legislation providing for a study by the Boston Transit Commission of the proper development of transportation facilities through Copley Square. The co-operation of the Boston Elevated Railway Company was requested, but the Company did not care to take up the matter. The joint committee finally received a communication from the Boston Transit Commission stating in effect, that in planning the new Boylston Street subway the Commission would give proper consideration to the probable future requirements of Copley Square. A joint sub-committee of this Committee and Committee on City Planning was appointed to confer from time to time with the Commission.

Prices of Gas and Electricity

The Committee made a report relative to the subject of prices paid for gas and electricity by the City and by the small consumer, stating that the subject was too complicated to be properly considered by the Committee, and that an investigation should be made by the Board of Gas and Electric Light Commissioners.

The Inter-terminal Tunnel

A bill providing for an inter-terminal railroad tunnel and highway was referred to this Committee by the Committee on Transportation. The two committees, acting jointly, were instrumental in part in having the bill laid on the table in the Senate after it had passed the House. The Committees on City Planning and on Municipal and Metropolitan Affairs joined this Committee and the Committee on Transportation to act on the matter. The Joint Committee was authorized by the Chamber to take such action as would result in the drafting of a bill satisfactory to the several interests affected. As a result one conference was held in which Mr. Henry Howard, for the Joint Committee; Mayor John F. Fitzgerald, Vice-President Timothy E. Brynes of the New Haven Railroad, and State Senator Charles H. Pearson took part. Vice-President Byrnes agreed to put in writing a statement of the position of the New Haven officials on the matter and submit it later with a draft of a bill that would be satisfactory to the New Haven. The statement and bill were not submitted. The legislative committee incorporated a provision for a tunnel in a general railroad merger bill and the Joint Committee took no further action for the reason that the Directors took up the railroad legislation for consideration.

The Committee will undoubtedly consider many of the problems which will come before the Legislature of 1913 relating to public utilities.

Henry Howard, Chairman

George Hutchinson

Dugald C. Jackson

Robert Treat Paine

Edwin S. Webster

Charles F. Weed

Associate Members

Arthur L. Endicott

E. Howard George

PUBLICITY

The purposes of the Committee on Publicity during the past year have been to improve the Chamber of Commerce News and to put it on a secure financial basis, to conduct the usual publicity work of the Chamber through the daily press, and to develop larger fields of publicity for the Chamber and for New England.

The belief expressed in the last annual report of the Committee on Publicity that the News would have a greater development during the ensuing year has been realized. It did not fall below eight pages during the summer months, and increased advertising required several larger issues. Each weekly issue has been brought to the standard of that formerly issued once each month by a uniform quality of paper permitting adequate printing of half-tone cuts. Under the old system there was a tendency on the part of advertisers to concentrate their copy upon one issue a month, which became cumbersome and required double postage, while the other issues did not carry a desirable quota of advertising.

New type and more satisfactory presswork have been secured. An effort has been made to co-operate with patrons in the improvement of the typographical appearance of advertising. In this there remains much room for improvement and we recommend more systematic study of the possibilities of this work. A department of "classified advertising," inaugurated early in the summer, has met with the appreciation of advertisers, and appears destined to add materially to the strength and interest of the publication.

As heretofore, the solicitation of advertising has been kept upon a purely business basis, and results have repeatedly demonstrated that the claims of the News to be regarded as a valuable advertising medium are in strict conformity with the facts. It would be well, however, to impress once more upon the membership of the Chamber that the News is their paper, that they are its owners and publishers. It is good business for the members, other things being equal, to patronize their own advertisers. Your Committee is glad to say that this sentiment prevails to a great extent among the members, and that much attention is paid to the advertising columns of the News.

In addition to reporting Chamber activities to the members an effort has been made to publish articles of a more general nature of interest to the membership. A department of book reviews, in which new publications of special value to business men are summarized, has been added. In the last annual report of the Committee on Publicity the inauguration of a policy of printing signed articles and signed editorials by well-known members of the Chamber and other men of authority was mentioned. This policy is still adhered to, but the editor of the News does not meet with quite the co-operation in carrying it out that is desirable. Your Committee respectfully urge upon the members, and especially upon chairmen of committees and committee members, the importance and value of such signed articles and editorials on topics of interest to the membership, and asks that such material be furnished as freely and frequently as possible.

The necessity of avoiding topics on which committees of the Chamber have not acted and about

which members will differ limits the possibilities of interesting matter in the News except through signed statements. Proper attention to publicity of Chamber activities in the daily press often requires publication of interesting matter between issues of the News, so that the official report in the News is already familiar to the members and so less interesting.

The field of the former monthly publication of the Chamber "Advance New England" is now part of the work of the News. The Committee had hoped to publish this year more articles illustrative of the development of Boston which would give due publicity to the commercial growth of the city among other trade bodies which receive our paper. Pressure of other work and the limitations on the size of the paper which could be economically published have prevented accomplishment of this purpose.

Your Committee has in hand a plan for broadening the scope and influence of the News which it is believed will enhance the paper's growth. Publication of the details of this plan must await their further development.

During the year there has been a change in the editorial management of the News, Richard J. Walsh having resigned as editor in April and having been succeeded by George T. Richardson. The advertising management remains the same.

The work of the publicity department outside the Chamber's own publication has been especially active during the past six months, owing to the Fifth International Congress of Chambers of Commerce. Although this work was under the supervision of a special committee, the details were left to the Chamber's regular publicity staff and their execution involved much time and labor. Meanwhile the general publicity work of the Chamber has not been neglected, and every effort has been made to secure all wholesome publicity by every legitimate and desirable means. Close relations with the Boston newspapers have been cultivated and many special newspaper and magazine articles bearing upon the work of the Chamber have been prepared or inspired by furnishing attractive material. Your Committee believes that the relations of the newspaper press and the Chamber are constantly gaining strength, to the distinct advantage of Boston and our commercial development, and we strongly urge that everything possible be done that this community of interest between the newspapers and the Chamber be still further augmented.

We recommend that during the ensuing year the following subjects be developed:

1. Improvement in the reading matter of the News, to insure the attention of the members.
2. Improvement of the typographical form of advertisements through co-operation with advertisers.
3. Development of greater interest in the activities of the Chamber and the growth of New England in other parts of the United States and foreign countries.

Sydney R. Wrightington, Chairman

Samuel E. Blanchard

Cleaveland A. Chandler

Frank B. Cummings

James T. Wetherald

Russell R. Whitman

Associate Members

Irving J. French

Everit B. Terhune

RETAIL TRADE BOARD

The Governing Board and seven standing committees of the Retail Trade Board have been active in working for the objects for which the Board stands.

From its first organization, the Retail Trade Board has worked to eliminate unfair competition. As a result of a meeting of the Retail Trade Board, the activity of the Pilgrim Publicity Association, and certain bills introduced into the Legislature, a special committee was appointed by the Retail Trade Board to make a study of the law and its possible amendments having to do with fraudulent advertising. The committee found that the law as it stood on the statute books, provided no penalty for fraudulent advertising, unless it could be proven that some one had actually been deceived or damaged, and unless that person made a complaint before a court. The committee made a study of Massachusetts laws and the German law and finally decided that in formulating an advertising bill the following factors should be considered: (1) the quality of the article offered; (2) the quantity offered; (3) the manner or source of the purchase of the merchandise advertised; (4) the method of production, or manufacture; (5) the reason for the price of such merchandise; (6) the price. The committee recommended that the board support House Bill 1175; and members of the board appeared before the committee of the Legislature which was considering the bill.

The contention of the Governing Board was that the law should control advertising in respect to the six factors above noted, but not in respect of statements concerning value.—on the ground that value, especially of such articles as are designed to meet special fashion or tastes, is of too uncertain character to be definitely determined. The legislation that was enacted as a result of these endeavors—

Chapter 489 of 1912—was entirely in accord with the wishes of the board; it included regulations of the six factors above mentioned, and did not attempt to regulate statements concerning value.

As a result of an investigation by the secretary of the Retail Trade Board early in February, Herbert N. Goldman of New York, was prosecuted and convicted on a charge of fraudulent advertising, and a fur sale which he was conducting in Brookline was broken up. Several members of the board became much interested in this case, and devoted a considerable amount of time to it. This was said to be the first conviction ever obtained under the then existing fraudulent advertising law. The difficulties met with in carrying through its prosecution were in a large measure responsible for the interest of the board in securing a new fraudulent advertising law.

The Committee on Credit Reporting investigated the feasibility of connecting twenty of the largest stores by direct telephone lines with the Credit Reporting Company in order to facilitate the exchange of references; but it was found that such a direct line would put the majority of these companies to more trouble than the increase in the efficiency of the service would offset, and the project was abandoned.

The matter of Boston stores answering credit references from New York direct rather than sending them through the Credit Reporting Company, was referred to the Credit Men's Association.

Certain complaints concerning the service rendered by the Credit Reporting Company were investigated and the committee recommended that the number of messenger boys used by the company be doubled and that key ratings should be put on references returned to subscribers.

The Committee on Legislation examined all bills introduced in the Massachusetts Legislature, carefully considered all that were of interest to members of the Retail Trade Board, and recommended "no action" or referred them to the Governing Board for its consideration.

A bill having been presented in the national House of Representatives requiring manufacturers to place their own names upon manufactured articles, the Governing Board, believing that such legislation would be of great disadvantage to the retail interests, instructed the secretary to draw up resolutions to be submitted to the Executive Committee of the Chamber, and if approved by them, to be forwarded to the Senators and Representatives of Massachusetts. This was done, and advice was received from Washington that the bill would not come up at this session.

The Governing Board voted to support House Bill 1395, relating to establishing a State Board of Labor and defusing its powers and duties.

After the close of the session of the Legislature, there was prepared a pamphlet containing all legislation of 1912 of interest to retailers; the Governing Board has authorized that it be printed and it will be distributed to all members of the Retail Trade Board.

Several complaints having been received concerning the delay in the appraisal of packages imported from abroad, the possibility of adopting the split invoice was taken up with the Treasury Department. This Department stated that the practice in vogue at New York is to send all the cases to a single examiner in charge of a floor space designated for that purpose, and all the cases covered by the invoice are opened, verified, repacked and closed under the supervision of this one examiner. Wherever possible, samples of the merchandise are taken from this room to the regular examiner, who passes the line of merchandise, makes the appraisal and the classification upon the sample. When this cannot be done the regular examiner is called by telephone to the room. The Governing Board understands that this plan is to be adopted in Boston, and that the delays which were experienced in the past are expected to be somewhat minimized as a result.

The fundamental difficulty, however, in making a prompt appraisal of goods received at the appraisers' stores is that there is not room enough to properly conduct the business which must be transacted. Sites for the erection of an adequate building have already been purchased and an adequate appropriation for building lies in the hands of the Treasury Department.

In co-operation with the officials of the Boston Opera, a letter was prepared and sent to every member of the Retail Trade Board, urging him to attend at least one performance of the opera. While the results were not as satisfactory as it was hoped they would be, a considerable number of the members of the Retail Trade Board signified their intention of purchasing tickets for use by themselves and their employees.

The "Get-Together" Committee organized two dinners which were enjoyed by a large number of the retailers and which were altogether distinctive and out of the ordinary—a beefsteak dinner and retailers' barbecue.

The Committee on Insurance investigated the "no smoking" signs, placed by the police in New York according to their judgment. It was found

the pumping station on Boston Common, as he considered it the most available and the safest location for it. The Committee decided, however, that there would be too serious opposition to erecting the station on the Common, or constructing it under the Common, and finally reported in favor of constructing the station under Charles Street between the Common and the Public Garden, a plan considered feasible by the Commissioner and the Committee. With its report the Committee presented a design for an ornamental gate to the Common on Charles Street in which might be concealed the necessary entrance and ventilating apparatus for the station. The Committee was authorized to support the Commissioner if he decides to locate the station under Charles Street.

Amendments to By-Laws

Largely as a result of the action of this Committee on the proposed Avery Street Improvement, the Chamber was petitioned for amendments to the by-laws which would, in effect, have taken from the Directors the authority to act for the Chamber on matters relating to public improvements, and placed this power in the Chamber membership. The Committee was of the opinion that such a change would be disastrous to effective action by the Chamber. The amendments were rejected by a decisive vote at the Chamber meeting in October.

Publicity

In order that the members of the Chamber may know what matters the Committee has under consideration and may, if they wish, be given a hearing on any particular matter before the Committee, a sub-committee to confer with the Committee on Publicity relative to publication in the issues of the "Chamber of Commerce News", of articles telling what the Committee is doing. The suggestions of the conference sub-committee were welcomed by the Committee on Publicity and this Committee hopes to be able during the coming year to keep the Chamber membership fully informed as to what it is doing.

Traffic

In April, 1911, the Committee on Municipal and Metropolitan Affairs called the attention of the Directors to the undesirable traffic conditions on Atlantic Avenue and suggested arrangements by which the conditions might be remedied. An agreement, as between the Union Freight Railroad Company and the Boston Elevated Railway Company for the joint use of tracks on Atlantic Avenue, was drafted. It was never signed by the parties concerned and early this year the committee took up the matter again. The Directors of the Port have assured the Committee that an agreement for the joint use of Atlantic Avenue tracks would not in-

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